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LIMITED,

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HONGKONG, 10TH SEPTEMBER, 1903.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the new columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANG, CODES: A.B.C. 5th Ed. P.O. Box, 33. Telephone No. 12.

BIRTH.

On the 7th September, at the Cosmopolitan Dock, the wife of J. E. CHAIN, of a son. (259)

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 10TH SEPTEMBER, 1903.

THE announcement made yesterday of the appointment of a new Governor to this Colony of Hongkong gave an answer to a very natural anxiety for news on the subject among the resident community of Hongkong. As is by this time generally known the selected official to succeed Sir HENRY BLAKE is Major Sir MATTHEW NATHAN, K.C.M.G., R.E., Governor of the Gold Coast, West Africa, since 1900. Among the list of possible successors to our present Governor, Sir MATTHEW NATHAN's name was not previously mentioned, so that the appointment comes rather as a surprise, and no little curiosity was expressed yesterday as to what were his qualifications for the post. A brief history of our future Governor will therefore no doubt be of interest to our readers. Sir MATTHEW NATHAN came originally of a well known Jewish family and was born on the 3rd January, 1862, being thus between 41 and 42 years of age and exceptionally young for a Governor of Hongkong. Adopting the Army as his profession, he passed first into the Royal Military Academy at Woolwich. He also passed out first and gained the Pollock Medal, which is given to the best all-round man at the R.M.A., and the Regulation Sword, which is awarded by Government to the "best conducted" man during his time at Woolwich. His record, therefore, at the Royal Military Academy (where he was partly contemporary with two officers well known in Hongkong, Major KING, R.E., and Major DORRIS-HARRIS, R.E.) was exceptionally brilliant, and he gained in

particular the reputation of an excellent disciplinarian. He became lieutenant on the 19th May, 1880, and in 1885 he served with the Nile expedition. On the 31st July, 1889, he gained his captaincy, serving that year with the Tushai expedition on the North-eastern frontier of India, securing the medal and clasp. From 1895 to 1900 he acted as Secretary to the Colonial Defence Committee, during which period he became Major on the 1st September, 1898. In 1899 he administered the government of Sierra Leone, gaining his C.M.G. the same year. In 1900 he succeeded Sir F. M. HODGSON as Governor of the Gold Coast, where he has been since then. Sir MATTHEW NATHAN thus has had not a long, but still a distinguished career. He is unusually young for appointment to Hongkong. He has won the best of reputations as a disciplinarian and as a military expert, particularly in the matter of fortifications. He is known to be an exceedingly hard-working official. In military circles his appointment will no doubt be welcomed, if only on account of the reputation which he gained in his early career. He has an elder brother in the Royal Artillery and, if we are not mistaken, relations in the Colonial Service. Those who know him speak highly of his social qualifications. In coming from the Gold Coast to Hongkong, Sir MATTHEW NATHAN makes a distinct advance in Colonial promotion, but his elevation to Hongkong is looked upon among those who should know best as a proof that the home Government recognises the critical position in the Far East at the present moment, appointing therefore a strong man, whose reputation justifies the hope that he will be able to deal with such difficulties as may arise during his term of office. As he has apparently been a successful Governor on the Gold Coast, where the native question is a large one, civilians may be justified in hoping that he will also be able to handle the most arduous native question here, with satisfaction alike to Europeans and to Chinese. He is the first substantive Governor here who has been a military man, and he is also an Engineer in a Colony where a great ordinance concerning buildings is about to operate. The fact cannot be disguised that the new Governor of Hongkong will have before him an exceptionally difficult task. That he may be found equal to undertaking it will be the fervent wish of all.

Yesterday afternoon about two o'clock the Fire Brigade were called out to 168, Queen's Road Central, but the alarm proved to be false, the fire being confined to a chimney.

Manila is to have a new hotel. The present owners of the Hotel Metropole have acquired a site facing the Luneta and intend erecting a building at a cost of half a million dollars. It is also reported that Ali Gong, the late proprietor of the "Oriente," intends opening a new hotel on the bay-front.

The testimony deduced at the enquiry at Shanghai into the wreck of the *Spal* will be forwarded to the home government, as well as to the owners of the *Spal* at Christians. The Norwegian Consulate Court which sat in the case did not deal with the question of the blame or otherwise attaching to the master of the vessel.

By permission of Major Roddick and officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March..... "The Ullan's Call"..... Ellenberg
Overture..... "Meditation"..... Saint-Saëns
Selection..... "A Chinese Honeymoon"..... Talbot
Song..... "The Promise of Life"..... Cowen
Selection..... "Carmen"..... Bizet
Waltz..... "Terror d'Amour"..... Waldteufel
Bacchanale..... "Characteristiqu"..... Contorno
"God Save the King"

We are asked to put the following problem before our readers:—In a bezique party when the last eight tricks were being entered upon, the 2 of spades was led, the second player put on the ace of trumps (not spades); the third player followed neither suite though he held a high trump. As the rules of the game say that players must follow suit or trump and try to take the trick, was the third player holding trump entitled to play another suit altogether or was he bound to play his trump card? Perhaps some bezique-player will lend instruction on the point.

The *Shanghai Times* at the end of an amusing article on "more *Suipo* surprises," in connection with the change of attitude of the Diplomatic Body at Peking and of some Consuls at Shanghai with regard to the disposition of the *Suipo* prisoners, says:—Thus our readers can see that Shen Ke-wei's death was not in vain. It has converted such hardened officials as Monsieur Ratard and the charming man from Minneapolis whose presence graces and delights where he goes. We must therefore feel grateful that the "blood of martyrs" has once more proved efficacious as a miracle-worker and that we shall be spared the necessity of importing Monsieur Ratard and his friend to protect Shanghai from the awful consequences of the community's—and the Council's—rash intrusion into matters of jurisdiction.

According to the *N.Y. Daily News* Tokyo correspondent, there is every prospect of a fine rice-crop in Japan, seventeen per cent. above the average.

Lieut. General Sir Archibald Hunter, K.C.B. D.S.O., gives up the command in Scotland, which he has held since 1901, on succeeding Sir George Luck, K.C.B., in Bengal.

A London telegram of the 4th inst. to Manila says that Lord Alverstone, Chief Justice of England, has been selected as chairman of the Commission to settle the dispute with the United States over the Alaskan boundary.

Three new Russian warships, viz., the *Slava*, *Oleg*, and *Skenschtchig*, were launched at St. Petersburg on the 23rd ult. The battleship *Zarevitsh* and several other warships are shortly to reinforce Russia's squadron in the Pacific.

A racing pony, whose name of *Siofoun* will be very familiar to former residents in Siam, died of poisoning at Bangkok at the end of August. Mr. von Wittelind and another veterinary surgeon were of opinion that it was maliciously poisoned.

Intending passengers by trans-Pacific steamers will be glad to hear that the Secretary of the Treasury Department at Washington has instructed the Customs officials at Honolulu to make no examination of through passengers' luggage.

According to a San Francisco telegram to the *Manila Cable*, the cruiser *Baltimore* and six torpedo-boat destroyers have been ordered to the United States Asiatic Station. The fleet has been ordered to proceed with all practicable haste to Manila, its original destination.

Chinese money-changers in Manila were last week discounting the new local currency with gold at the rate of \$2.68. If Philippine Currency is interchangeable with gold coin or certificates at the Philippine Treasury at a two for one rate, as has been understood by some, how long, asks a Manila contemporary, will it take to change the available supply of gold from the treasury to the pockets of the money-changers?

The *Bangkok Times* of the 27th ult. was officially informed by the Acting Financial Adviser that the Banks were notified that day that the Government selling rate for ticals, until further notice, was 17½ to the pound sterling. This step had been taken in sympathy with the continuous advance of the dollar in Singapore, where the quotations were rapidly approaching 2s, as well as in consequence of a considerable sale of ticals having been effected at the rate of 17½.

A Land Act in Philippine Islands has been passed. Among other things homestead privileges are provided for Americans and natives. No more than sixteen hectares may be taken up by any one person and the patent can be obtained only after seven years of continuous occupancy and cultivation after the proper filing. Over six months of absence from a claim at any one time will lead to forfeiture of the claim. All surveyed lands must be taken up in legal subdivision of the survey, unsurveyed lands must be taken up in lots as nearly as possible to a rectangular shape. No claim can be sold encumbered before the patent is obtained.

A despatch dated St. Paul, 6th August, says:—James J. Hill, who built railways in the North-west when everybody said he could not make them pay, will attempt the equally difficult undertaking of building railways in China. It has become known that R. Van Borgen, a personal representative, is making a careful investigation of the Chinese field. Dr. Van Borgen has just returned to China, after a trip from Shanghai to St. Paul to interview Mr. Hill and his associates, and the first of his reports is authoritatively said to contain information of a favourable character. It is said that an announcement of Mr. Hill's plans may be expected within a month or two.

Once again the Hongkong wharves, Shanghai, have witnessed a stampede of newly arrived ponies. Some 40 which arrived by the *Eldorado* on the 3rd inst. broke loose and bolted up Broadway, scattering all traffic to the sides of the road. At the foot of the Garden Bridge, the *Shanghai Times* report says, the majority turned down the North Szechow Road at a wild gallop in bunches of five or six. They finally made their way into the country near Sinza and dispersed into the fields to graze. On the last occasion the *Eldorado* arrived at Shanghai, a similar incident happened, when thirty ponies consigned to the Horse Bazaar bolted. Several were found afterwards at Woosung in the possession of farmers who demanded thirty and in some cases as much as sixty dollars before they would surrender them.

A similarity to the Allen case in Manila may be seen in the case reported in home papers of Mr. William F. Vizer, an Englishman and a confidential clerk in the employ of the Produce Brokers' Company of London. Some few weeks ago he was sent out to the United States to open a branch office in Savannah. He arrived in New York on July 15, as a first-class saloon passenger on board the *Majestic*. He was examined by the Contract Labour Inspector and on his acknowledgment that his employers had paid his passage and that he was under contract to them, he was removed to the ordinary immigration station and ordered back to London. From this decision he has appealed to the authorities at Washington, with what result is not yet known. No wonder that a London paper remarks that it is always a puzzle to know whether America is a couple of centuries ahead of the times or five hundred years behind them.

TELEGRAMS.

HONGKONG'S NEW GOVERNOR.

SIR MATTHEW NATHAN
APPOINTED.

We received yesterday morning from the Colonial Secretary's Office the following announcement:—

His Majesty the King has been pleased to appoint Major Sir Matthew Nathan, K.C.M.G., Royal Engineers, at present Governor of the Gold Coast, to be Governor and Commander-in-Chief of Hongkong in succession to His Excellency Sir Henry A. Blake.

REUTER'S SERVICE.

THE GOVERNORSHIP OF
HONGKONG.

LONDON, 8th September.

Major Sir Matthew Nathan, R.E., K.C.M.G., the present Governor of the Gold Coast, has been appointed Governor of Hongkong. Mr. Rodger, Resident at Port, succeeds Sir Matthew Nathan.

[The above telegram is published to-day by kind permission of the Hongkong General Chamber of Commerce.—Ed. D.P.]

THE BALKAN TROUBLES.

LONDON, 7th September.

At the recent Bulgarian Council at Euxinegrad it is said that it was resolved Bulgaria should continue the strictest neutrality. The Minister for War is reported to be strongly opposed to a declaration of war against Turkey; Bulgaria herself should not declare war but accept a challenge without fear.

LATER.

According to a Consular report from Salonika, the insurrection in the Vilayet of Monastir has been practically suppressed by bloody ruthlessness, aiming rather at the extermination of all Christians than of the revolutionaries. The report has produced a great impression, and advances from Constantinople and Sofia to-day regard war as inevitable and as likely to break out at the end of the month.

SALE OF THE "SHAMROCKS."

LONDON, 7th September.

Sir Thomas Lipton has decided to sell all the three *Shamrocks*, the first and third to American yachtmen and the second to a junk-dealer.

ANOTHER ARCTIC EXPEDITION.

LONDON, 7th September.

Commander Peary has been granted three years' leave to make another dash for the North Pole, and will start in July.

ROOF-COLLAPSE IN MACDONNELL-ROAD.

Yesterday, about noon, the roof of Mr. C. Shelton Hooper's house "Rougmont," in Macdonnell Rd., collapsed suddenly without any warning. Fortunately no personal injury was done, though naturally everything in the upper rooms was thrown into great disorder. The cause of the collapse was not, as might at first have been imagined, the exceedingly heavy rains which have lately visited the Colony, but the fact that the roof-beams had been entirely eaten through by white ants.

WRECK OF THE "NINGPO."

Another disaster has occurred on the Zamboanga coast, reports the *Manila Times*. The British steamer *Ningpo*, quite new, was on her way from Hongkong to Cebu, when she struck a rock on the island of Hermiana Menor on the night of August 28th, and is likely to become a total wreck. Capt. Parker, who was in command, and a crew of eight were brought on to Manila by a coast-guard steamer and landed on the 31st ult.

No reason is assigned as to how the steamer was so far out of her course, but it is well known that treacherous currents set in toward the shore which may have been the cause. The *Bahila* M.V., it will be remembered, went ashore on the Zamboanga coast some months ago, but was floated off after slight injury as she was resting on the mud. In the *Ningpo's* case, however, she struck solid rock and very little hope is entertained of saving her. The coast-guard steamer brought on all the available articles that she could, including personal effects, chronometers, and other things, the wreck having been left in charge of the president of Santa Cruz.

The *Ningpo* was built in Hongkong and was on the way down to the Philippines for sale, her destination being Cebu. She was consigned to Messrs. Smith, Bell and Company at that port.

THE R.I. S.S. "UJINA" ASHORE.

With reference to the report in our last issue of the feared loss by wreck or fire of the *Ujina*, we were informed yesterday afternoon by Messrs. Jardine, Matheson & Co. that they had received telegraphic advice of the arrival of the steamer at Manila. The *Ujina* had been ashore and had to jettison part of her cargo, which consisted of rice.

NOTES FROM THE BOTANIC GARDENS.

Everyone admits, we suppose, that Glenealy is one of the prettiest places in the island and the magnificent trees growing there contribute considerably to the effect. Many of them are twenty feet in height and their fronds have at least a similar expanse. The principal species is *Alseodaphne tomentosa*, a native of Java and Formosa, which has now become naturalized in the vicinity of Glenealy, where thousands of small seedlings may be found by the initiated. A second species, *Alseodaphne podophylla*, is a native of Hongkong, but it is nothing like such a beautiful plant as *A. tomentosa*. It is only represented by two or three specimens in Glenealy.

A pretty shrub, *Clerodendron macranthum*, is now in flower on the bank above the *Gracillia* walk in the old garden. The flowers are white, about 4 inches long, and are produced very profusely at the ends of the branches in cymes, but they last for a very short time. The species was discovered by Sir John Kirk on the coast opposite Zanzibar Island, growing in very rocky places. There is a good figure of it in the *Botanical Magazine* of twenty years ago. In 1640 *Gynandropsis pentaphylla* was introduced to England from the East Indies. It is now a cosmopolitan species in the tropics and, of course, might have been then. It is a tall-growing annual with mauve flowers which become much lighter in colour after they have been open for a short time. There are several pot-plants in flower at the bottom of the steps at the north-east entrance to the gardens.

The rainfall for the month has been abnormal. No less than 14.65 inches have been registered already, which is 5.83 inches above the average for the whole month taken over a period of ten years. The daily fall has been as follows:—

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day at 4.15 p.m.

ORDERS OF THE DAY.—N7.

G. A. WOODCOCK, Secretary.

AGENDA.

1. Application for the issue of a market licence in respect of No. 132, Station Street, Mong Kok.
2. Applications for licences to sell vegetables and fruit at Nos. 124, 126 and 128, Shaukiwan respectively.
3. Application for exemption from the provision of a backyard in respect of No. 2, Shing Wong Street.
4. Application for exemption from the provision of a backyard in respect of No. 3, Shing Wong Street.
5. Further correspondence relative to the prohibition against the importation of dogs from Shanghai.
6. Application for permission to erect two temporary wooden sheds on Farm Lot 23 for the purpose of housing dry cattle.
7. Application for a licence to sell fish, meat and vegetables at No. 38, Nallah Road, Quarry Bay.
8. Correspondence relative to cholera at Shanghai.
9. Application for permission to erect 15 water-closets and two urinals at M. L. Nos. 2A and 101 South Block.
10. Application for a licence to sell pork, poultry, and vegetables at No. 46, Sai Wan O.
11. Applications for licences to keep cattle on premises Nos. 11, 12 and 13, Causeway Bay.
12. Application for a licence to sell fruit at No. 6, Ship Street.
13. Mortality Statistics for the weeks ended July 18th and 25th, August 1st and 8th, 1903.
14. Time-washing Returns for the fortnight ended 1st September, 1903.
15. Rat Return for the fortnight ended 7th September, 1903.
16. Correspondence relative to training the nullahs in the Western District.
17. Application for a licence to sell pork at No. 44, Nallah Lane.
18. Reports of the analysis of the public water supplies for the month of August, 1903.

THE "RIO DE JANEIRO"
CATASTROPHE.

A San Francisco cable to the *Manila Times* states that in the suits that have been brought by the surviving passengers of the ill-fated *City of Rio de Janeiro*, and heirs of those lost when the vessel went down, the courts have decided that they shall recover eighty-five per cent.

THE MURRAH CASE IN MANILA.

In connection with the charge against Robert Murrah, who was recently remitted by the Hongkong police to the charge of the Manila authorities, the *Callanews* of the 4th inst. says:—

Robert Murrah, recently sales-clerk in one of the Quartermaster's departments and erstwhile centre-field on one of the base-ball nines, is wanted by the authorities on the charge of embezzlement. It is alleged that Murrah left Manila a day or two ago on the *Sangharia* for Hongkong. Since his departure, it is said, a shortage of \$350 United States currency has been discovered in his accounts, and it is believed by those in charge of the matter that a still further shortage will be disclosed as the investigation proceeds. A complaint is being prepared by the Prosecuting Attorney's office, and extradition papers also, for the purpose of returning Murrah to Manila. Governor Taft, yesterday afternoon, wired Governor Blake of Hongkong, asking that Murrah be apprehended upon his arrival in that city, saying that extradition and other necessary papers would follow by mail.

CORRESPONDENCE.

THE RAIN EQUIPMENT OF
THE POLICE.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 9th September.
SIR,—The continued inclemency of the weather—it has now rained about eleven days with only brief intervals between the showers—has forced on my attention the inadequate provision made for the Police in such circumstances. The constables on duty are obliged to be out in the torrents without shelter, and the only protection they appear to have is the short caps, which however serviceable for fine cold weather affords little protection for their legs. The military are provided with serviceable greatcoats, which reach to their boots, and give shelter from rain and protection from cold. Why cannot the Police be provided with long water-proof coats to shield them from the torrential rains of summer? I should like to know how much sickness in the ranks—in the shape of colds, influenza, and fever—is due to such exposure.—Yours, etc.,
MEMBER, H.S.P.C.A.

THE P.W.D. IN KOWLOON.

TO THE EDITOR OF THE "DAILY PRESS."
Kowloon, 8th September.
SIR,—Can nothing be done to arouse the P.W.D. to a sense of its responsibilities as regards the Kowloon roads? Residents in that unfortunate district have long since become wearied of the amusements to be derived from the peculiar methods employed in the making and repairing of the roads, and it is high time that some energetic protest be made against them.

Were the P.W.D. a philanthropic institution for providing employment for Chinese coolie labour in playing with sand and gravel, the situation might be intelligible, but the ordinary person has by this time arrived at the conclusion that he is decidedly not receiving value for the money which he pays in rates.

I confidently appeal to Kowloon residents to publicly support this protest.—Yours, etc.,
KOWLOON RESIDENT.

POLICE COURT.

Wednesday, 9th September.

BEFORE MR. T. SHERBOURNE SMITH
(POLICE MAGISTRATE).

CAPTAINS OF MERCHANT STEAMERS FINED.
On the complaint of Sergeant Kerr of the Detective Department, Captain Longdon of the P. & O. s.s. *Pekin* was fined \$10 for failing to have funnels on the hawser of his ship, while lying at Kowloon, to prevent the ingress and egress of rats.

On the previous day Captain Gregor of the P. & O. s.s. *Borneo* and Captain Maule of the German s.s. *Boraco* were mulcted in a similar penalty on the complaint of Sergeant Kerr for the same offence.

UNLAWFUL POSSESSION.

A boatwoman who was found in possession of 1,190 lbs. of rice suspected of having been stolen was fined \$100, and \$10 for carrying goods without a licence. Inspector Langley prosecuted.

HARBOUR CONTRAVENTION.

Three owners of native craft were charged on the complaint of Inspector Langley with failing to exhibit lights when lying in the Harbour, and were each convicted and fined \$10.

CHAIR-COOLIES FINED.

Mr. C. T. Kew charged two chair-coolies with refusing to accept a legal fare, the chair number being 215. The case had been called on a previous occasion, but the coolies did not turn up. When they did appear one of them stated that he had been quite willing to take Mr. Kew as a fare but his fellow chair-bearer would not. This map was let off by the Magistrate, and the other was fined \$10.

EXCESS OF PASSENGERS.

P. C. (60) Wisbey found on examination that a Yau-mat ferry-launch was carrying 24 passengers in excess of the number allowed by the licence, and charged the owner accordingly. His Worship imposed a fine of \$75.

ENFORCEMENT OF MARKET LAWS.

Of late the police have been doing their utmost to put down illegal hawking in the neighbourhood of the markets especially. In the Sokong Market for instance there are over a dozen stalls not taken up, yet there are numbers of hawkers who ply their trade within the market limit, to the detriment of those who pay stall-holders' fees. Inspector Collett recently organised a raid upon these illegal hawkers in the neighbourhood of Wanchoi Market and captured three. Of these two were fined \$10 each for illegally hawking within the market limits, and the third was found to be hawking under a licence belonging to his brother, was mulcted in \$5.

CHINA CATTLE FOR MANILA.

Mr. Kaylock, M.R.C.V.S., of Manila, has a contract with the Philippine Government to furnish 10,000 carabao from China. He is exporting them from Shanghai.

Investigations carried on by the Manila authorities relative to the loss of the carabao recently shipped to Manila from China reveals the fact that a new disease, hitherto unknown either in the islands or China, is responsible for the loss of the cattle. It is said that the death-rate among the animals recently landed is as high as 3 per cent. daily. An effort will be made to relieve the Government from the heavy loss which is being entailed upon it by the system of risks governing the transactions heretofore made. The plan of buying the cattle in China and being responsible for them during shipment will be discontinued and the dealers will be compelled to run the risks involved until the animals are landed in Manila. A new inclosing camp will be opened immediately at San Juan del Monte, where the stock will be treated for the newly-developed disease.

REVIEW.

The Book of Marco Polo. Translated and Edited by Colonel Sir HENRY YULE, R.E., C.B., K.C.S.I. Third Edition, Revised throughout by HENRI CORDIER (of Paris). London: John Murray.

In the long train of the ages, three geographers stand well to the front as having by the knowledge they had assimilated, as well as from the intrinsic interest of the scenes and things they had described, led men to the study of the great world outside the narrow limits to which they had hitherto been confined; and thereby largely influenced the current of human events. The first of these geographers was a Greek, the second a Chinese, the third a Venetian. Wide apart as were the nations that gave birth to these three, their divergences in point of time was no less great; the first, Herodotus of Halicarnassus, lived in the former half of the fifth century B.C., the second, Chang K'ien, who inspired Su-ma's great history, the *Shi Chi*, lived in the latter half of the second century, also B.C., while the third, Marco Polo, the subject of this notice, was born in the year of Grace 1254. The paths of all three travellers overlapped in Persia and parts of Central Asia, so that we are able to make a fair comparison of the work accomplished by each. The men as well as the work, notwithstanding the difference in time and nationality, were remarkably alike, and the eventual results were by no means dissimilar. Our first light is thrown on these regions in the cuneiform tablets of Babylon, where we learn that some twenty-four centuries B.C. they were overrun by the king of the Kassite tribe, who established in the Euphrates valley a dynasty known as the Kassites, the name still surviving in the modern Khuzistan. About nine hundred years later, we find the great king of Egypt, Thothmes III., hunting elephants in, apparently, the lower valley of what is now the Karun; one of the animals, we are told, nearly killed the King, who owed his life to the timely help of his favourite general who happened to be at hand.

Practically had it not been for the indications gleaned by Herodotus during his residence at the Persian court we should not be in a position to take advantage of many accidental side-lights from time to time thrown on the scene. Herodotus was a man, avaricious of knowledge, and perhaps on that account not altogether free from a certain tendency to credulity when he comes to relate the experiences of others; as a rule his own observations may be thoroughly depended on, his errors not being attributable to any desire to deceive or any weakness of judgment other than was inseparable from his age. Even his most garrulous tales contain within themselves the elements of truth, and for the most part are to be attributed to the errors of translation, or misunderstandings between himself and his interpreters. Who, for instance, could have imagined that his wondrous yarn of the one-eyed men who stole gold from the griffins, a tale which has penetrated to the four corners of the globe, was simply a case of misunderstanding between Iranian and Oghuz?

It is satisfactory to find that the Arimasp, so curiously transformed were after all simple Ormazd Oghuz, whose name actually meant nothing more than "Forest Oghuz," proto-Turks who dwelt in the forests then more extensive in inner Asia than at present. Herodotus tells us that in the Skythian speech *arima* means *eye*, and *aspa*, *eye*; and curiously in the languages that ranged north of Iran *arima* meant *rest*, *quiet*. But *arima* came to mean a *desert*, *place*, and hence *lonely*, *solitary*. So also *aspa*, *eye*, was a mistaken rendering of the name of the "savage tribe" referred to which was really Oghuz; but *oghys* in Turkish means *eye*, so the unskilled interpreter, blundering as to the meaning of *arima*, substituted Iranian *arima*, which Herodotus took to mean *solitary*, and between them both they arrived at the strange combination of "lonely eyes," whence to "one-eyed" was but a short step. Herodotus, in fact, seems never to have acquired, at least thoroughly, any language but his own Greek, and hence was largely at the mercy of his interpreter for the time being.

Even from the mistakes of an intelligent traveller it is possible to learn much, and in this respect the three stand on a very similar basis. The Chinese Chang K'ien had, however, in regard to his knowledge of languages a distinct advantage over his predecessor. At the outset of his journey he was captured by the Hingun, and remained for ten years a captive, during which time he was permitted to marry a Turkish wife. He employed the time in studying the language of his hosts, in which judging from the numerous remains embedded in his work, he must have become a proficient. Chang K'ien had less confidence than his predecessor in his own tales, and is always precise in distinguishing what he has seen from what has been merely reported. Speaking of T'iao chi, Sarangia, which he knew only from report, he relates:—"Old men had a tale that here were the Yauk-shui, 'Weak' or rather 'Dead Water,' and the fairy Queen, Siwangun, but he had not seen them." Of course the tale told of the vanishing lake of Seistan and the Koh-i-Khoja, but Chang K'ien preferred not to commit himself to a story known only by hearsay. He too had heard the tale of the miraculous suture of the king of the Wusun, and retailed the story as it had been related to him. We have in the tale an old-world myth which enables us to bind into one, the Götter races, which at the time had a wider distribution than in modern days.

The prologue to Marco Polo's work informs us that young Marco in his travels came quickly to know the language of the Tartars, their manner of writing, and their practice of war; in fact, it adds, he came to know several

languages, and four sundry written characters. Evidently missing the point, the commentators without exception have set themselves wondering over this simple fact, as if it implied almost superhuman ability. Pauthier suggests that the four written scripts were Bashku-Mongol, Arabic, Uighur, and Chinese! It is a pity that commonsense is so rare a quality that not one of his thousands and one commentators saw the absurdity of the suggestion: of course the four written characters were those that Marco wanted in the course of his adventurous life. They were plainly Latin, Greek, Persian, and Wigur. The only other language he could have possibly found useful was Chinese, and of that, written or spoken, he certainly knew not a word. As a matter of fact, Mongolian was the only eastern language that Marco really understood, and this has led to the innumerable difficulties in comprehending his topography which have so completely mystified his commentators. Another difficulty is that with all the desire to be truthful of his predecessors, Polo has not been as particular as they in separating what he had actually witnessed himself from what had been told him by others, and so has appeared, to lead his sanction to statements which further consideration would have shown him to be incorrect or at best questionable.

The effect of these combined causes has been that Marco Polo's commentators have had considerable difficulty from time to time in following the route taken by the traveller, and this makes it very difficult sometimes to comprehend his descriptions. Even the commencement of his road in Persia has been the subject of controversy. This arises from Marco's inveterate habit of wandering. The description of Tauris, as following medieval custom he calls Tabriz, does not begin till the 11th chapter of the first book. In the 5th he goes back to describe Mansur, which in the following chapters he supplements with a description of Bagdad so manifestly absurd that we cannot credit his having seen the city. "In eighteen days," so runs the narrative, they "came to a certain city called Kisi, where they enter the Sea of India. There is also on the river, as you do from Baides to Kisi, a great city called Basm (Basm), &c. Major Sykes, who has probably travelled more in Persia than any other European, points out the vagueness, not to say incorrectness of this description, which is so inaccurate as to point to the conclusion that it was vague information given to him by some merchant whom he met in the course of his wanderings. Major Sykes's book was only given to the public in 1902, so that it is creditable to M. Cordier that his opinion is referred to in the new book. It is, however, less creditable to his judgment that he should have rejected the amendment on insufficient grounds, as well as with bad grace. The route really followed by the travellers was, as Major Sykes points out, from Tabriz by Kashan and Yazd to Kerman. From Kerman they went to Hormoz, of which a really good account is given, showing unmistakably that Polo had visited the port in person and taken careful notes. The adoption of Polo of visiting one of the most interesting localities on his journey—the small town of Saba, still called Sava, situated some eighty miles south-west of Teheran. Here they found still surviving traces of Magism in its oldest form of Zoroastrianism. Here was the reputed dwelling of the Three Magi who set out for Bethlehem to worship the infant Jesus as King of the Jews.

As its name indicates, Saba must have been one of the most important, as well as probably the most northern of the outposts of Zoroastrianism—the worship of the "Host of Heaven," in Hebrew *Yahweh* *Yahemim*. This religion at one time prevailed over the entire region extending from Abyssinia to Khurasan, and was the foundation of the sect of the Magi. The worship of the Host of Heaven was the simplest, and possibly the oldest form of religion practised by nations in an advanced stage of civilisation: it acknowledged but one God, but paid adoration to the lights of Heaven, and their various angels and intelligences. It prevailed especially amongst the Elamites inhabiting Persia before the arrival of the Iranians, and its influence was effective in bringing about that peculiar phase of the Zoroastrian cult wherein the ancient Aryan deities as the *Tevah* became transformed into *Parsi* *Daivas*, and were made to occupy a subordinate position as evil intelligences alongside Ahura Mazda and his hosts. The religion of the Magi, on the other hand, was a corrupt survival of the older belief, which, and partially existed alongside the purer faith, and in the end had a debasing influence on the teachings of Zoroastrianism, himself apparently an Elamite.

It is probable that the tradition of the Greek *Aithiops* was derived from the proto-Semitic *Tasba*, and was confounded with the older still existing form *aithiops*, *sparkling*, *flashing*, as if from *aith*, to *kindle*, *burn*. These Ethiopians always appear in Homer with the epithet *oxymeris*, usually translated *blanched*, but more likely an archaic form from *memma*, as if *unmoored*, *imperturbable*; the *Ethiops* were above mortals, and *Zens* thought it the council meeting of the gods thought it sufficient excuse for his non-attendance that he was feasting with them. Later on, a confusion of *Aithiops*, an *Ethiopian*, with *aithiops*, from *aith*, to *burn*, led to the erroneous impression that *Ethiopian* meant the "sun burnt" ones of Africa; and in more modern Greek came to indicate the Negroes, and this led on to the story that not only one of the Three Kings was a Negro, but that the Queen

of Shoba herself also was a full-blooded black. With regard to the placing of the venue of the story of the Magi in Persia, it seems to have been forgotten by all that myth and frankincense are not, and never could have been products of Persia: the tale must have had its origin in Arabia, and its transfer to Saba in the north of even modern Persia can only be explained by the original wide distribution of these Ethiopians, called by Homer "the farthest of men, living with the rising as with the setting sun." The bodies of the three Magi were even at the time of Polo's visit said to be still entire, but he honestly confesses that, though he enquired, he could find no one in the country who knew aught of the matter. So much, as Marco Polo would himself say, for the Magi.

In the thirteenth century the roads in Persia seem to have been in much the same state of insecurity as at present; and we find much mention of robbers, which is too true a subject to linger over. In spite of all our travellers got to Hormuz, doubtless with the intention of proceeding thence by sea; his description of the place is not flattering. "It is a very sickly place, and the heat of the sun is tremendous. If any foreign merchant die there the king takes all his property." The ships he found to be wretched affairs, tied together with straws, and all he finds to commend is the date wine. To the Chinese student Hormuz has an interest as being the furthest part reached by the Han explorers. The *Heo Han Shu* tells how after travelling across Tiao-ch'i (Saragani), Kan Ying reached the sea-coast, plainly at Hormuz. Here he was desirous of embarking for T'ai-tsin (Syrta); the shipmen, evidently inspired from Persia, did their best to deter him. "The sea is wide and dangerous, even with a fair wind it takes three months to cross; under less favourable conditions two years are needed. Those who attempt the voyage require to lay in provisions for three years. When they are on the water an intense longing for home seizes them, and they wish they were dead." Whether Kan Ying was dissuaded by these representations, or stronger measures were used to oppose his embarkation, at all events the only opportunity China ever had of exploring the Roman Empire was lost.

Whatever was the reason, Polo too, like his predecessor, was persuaded from embarking at Hormuz, and determined to take the overland route. Nothing very particular happened to him in the way of adventure, so he reverts to his practice in such cases of spinning yarns, and tells the story of the *Arbre Sec*, on which his commentators descend wisely, and at length. Proceeding to the towns of Tun and Kain, which Marco in oriental fashion joins in one as *Tuncain*, a sudden hiatus occurs, which it is difficult to account for otherwise than by the loss of an important portion of the M.S. This is the more to be regretted as the blank hides such interesting spots as Nishapur, Meebed, and Merv, regarding the condition of which so soon after their sack by the Mongol hordes we should feel much interest. Characteristically Marco fills up the gap by the introduction of the story of Hassan the "Old Man of the Mountain," famous in medieval and eastern lore. It is not necessary to follow him here; the more so as the subject is altogether outside our narrative.

When next the direct narrative is resumed it is at Saporagan, which the commentators correctly identify with Shibergan in the valley of the upper Oxus, still fertile, and famous for melons.

The next stage to be reached was the city of Balkh, of all the cities of Asia most famous. It had submitted to Jenghiz Khan without opposition, on the promise that its inhabitants would be spared; notwithstanding the promise the inhabitants, under pretence of numbering them, were marched in detachments into the plain, where they were murdered to a man in cold blood. Marco Polo, doubtless influenced by his former official position at the court of Kublai Khan, merely says that it was a noble city and great, though greatly ravaged and destroyed at the hands of the Tartars, as fact, neither Balkh nor the other cities in the land have ever recovered from the havoc wrought. With the name of Balkh occurs another which neither Yule nor the latest commentators have been able to identify; this is *Dogana*, called properly "a country." This, of course is intended for Tokharistan, the medieval name of the country heretofore, and so called after the Tokhars, who are mentioned in this connection by Strabo. From Balkh the road led by Talikhan and Khism into Badakhshan; so far there is no difficulty. Both commentators have, however, made a mistake as to the further route, and in taking Polo through the Taghdumbashir to Yarkand. What Polo says he did was to ride twelve days from Badakhshan into a country called *Vokhan* (Wakhan), then go three days N.E. over "the highest place in the World" to a great lake out of which was running a fine river. He in fact followed in Wood's footsteps till he got to Issar: there he found, as Wood did, the road divided: he took the more northerly, and found himself at Lake Yeshil Kul, described by Hedin. Thence he crossed the Allichu Pamir, by Rang Kul, and so on direct to Kashgar. This country he calls *Bolor*, a name that led the pretended traveller "George Ludwig von" into a merry guesswork. The authorities quoted for the existence of Bolor point to a district far to the south, but to save Polo's face—Dr. Hedin actually passed a few miles from the Yeshil Kul, a small town which he names *Bulun Kul*, and which in all probability accounts for Marco's *Bolor*. As usual when Polo actually saw the place described his remarks are pithy and succinct. Kashgar is the finest town in the province and has beautiful gardens, and vineyards; which is true to the present day. The inhabitants are pigmoids, which curiously tallies with the description given by Sa-ma T'ien, that they will wrangle over a

cash. When the traveller was at Kashgar he describes from hearsay the city of Samarcand, Samarkand. The contrast in the methods is instructive.

When Polo was at Kashgar, for reasons not stated but which were doubtless connected with the quarrel between Kublai and Kaidu Khan, he decided to take the southern road to China, and passed through Yarkand and Khotan. On the way he gives an account of a place called by him *Pein*, the identification of which is by no means clear. Yule and Cordier make it out to have corresponded with the *Pimo* of Yuen Chwang, but this is little help, as the *Pi* of the monk should be read *Kwen*, and the place intended was Kirwa (Kiria), the question must remain an open one a little longer.

After *Pein*, wherever it may have been, Marco Polo arrived at Charchan, the *Leolon* or *Sheshion* of the older Chinese historians. We are here on classic ground, the tale of Charchan going back to mythical times. It was in fact the Troy of China destroyed by her mythical hero Wan Wang, before his entrance into the T'ienhsia. The ancient ballad sings—

Thus spake the gods on high. "Wan Wang! Fear not to grasp the work, nor quail: Let not your pity spare" be strong!"

On Tan-yung's walls our engines ply, Tan-yung the fair, the wide-renowned; Worst of all was the burlers fly; Or captives and in fetters bound, To grace our solemn rites appear.

—*Shi King*, III, ii, 71.

When Polo visited it, it was, however, fallen from its former high estate, and apparently dependent on its predilection of jade. "The whole of the province," he adds, "is sandy, and so is the water that you find is bitter and bad. When you leave it you ride some five days through the sands, when you come to a city called *Lo*." There is no doubt that the place intended is the town called *Kuxue* by Sa-ma T'ien. Ruins still exist here at a place still called *Kuxue* or *Gash-shahri*, by *Prejavats*, and on some Chinese maps a lake shown in this position is made to bear the name of *Kuxue*, so that we may safely assume that in Polo's time this was really the title of the town to which our traveller transferred the name of the district. Here Marco prepared himself for crossing the desert, which in those days as at present lay in his road. Much needless wonder is expressed that he did not mention *Lake Lo*. As a fact the *Lake* as described by the few travellers who have visited it as an inconspicuous object; and keeping nearer the *Altyn Tagh* he probably did not hear his guides mention it, or, however, after thirty days' journey, according to his custom of *Shachao*, which according to the Chinese is identical with the older *Tunhuang*, the western outpost of China mentioned as early as the *Shi Chi*; and formed the entrance for travellers coming from the west to what was then the province of Tangut, but which more frequently in the past had been an independent state. The history of Tangut is in fact older than that of China itself. As M. Cordier points out on the high authority of Dr. Bushell, Tangut is a Mongol word, by the Mongols the country was called *Tangut* or *Tangwu*. The Chinese in the sixth century called this people *Tungpang* or *Tongch'ang*, where the first syllable was in the lower tone, so that the combination stood for *Donggar*. This people, according to the *Wei Shu*, were *Kiang*, i.e. *Kurus*, and were descended from the *Shumiao* of the *Yakung*. In the *Shu King* they are represented as assisting *Wu Wang* in his conquest of China, and in the tenth century, probably they set up a short-lived kingdom, the Chinese title adopted for which was *Ta Hia*, the latter syllable representing the final *g* of *Donggar*. Of this people we shall speak later.

(To be continued.)

A CHALLENGE.

The following unique challenge speaks for itself:—NOTICE FOR AN INSTRUMENT MUSICAL GAME. I am Music Player Bag Pipe Cornet B. Clarinet B. & E. Horn, Flute, Bass, Bari Tuba, Trombone, Six Horn, Side Drum, Big Drum and Mohan Flute Hornman, and can repair every kind of old and broken Bajas and now my practice only bag pipe. I give notice if any man European or Native in Hongkong and Kowloon who know these all Bajas he play upon and instrument of mine with me these all Bajas but first I would sound my bag pipe I promise if he will win me I will give \$500 and if I win him I will take \$250. from him.

The following Rules for play every march would play by Music Book, first I would see a tune from Music Book and he would sound some tune after he would see a tune and I would sound he would sound a March and I would write in Music some March after I would sound a tune he would write the same tune I would Music player not by heart piece of notice permitted only one month from 15th. August to 15th. September, with to sound bag pipe I am ready my fees for a program is \$5. first I am the Major in 53rd. Burma Infantry I took discharge from 14th August, 1903.

LACHMAN SINGH.

SOME JAPANESE ENGLISH.

"F. A. G." in the *Kole Chronicle* quotes some amusing examples of English as it appears in a *Pictorial Compendium of Japanese Nature Art and Industry in the New Century*, published in Japanese and English. Here is a description of Boko Island:—"The Boko Island is in west-northwest off 54 miles from Taiwan, founded by Japanese and Dutch in many hundred years ago. There are Government offices, Post office, Barracks, Topical Department, and a school. The 'Topical Department' is, 'F. A. G.' supposes, the writer's delicate way of hinting that the officials are not as active in the island as they might be. Referring to the main street of Taihoku, the book says, 'Last year the street was mentioned as finally, so presumably it is now wiped out of existence. But perhaps the gem of the collection is a picture of the Ainu, which must be given to the Ainu, the nature of Hokkaido island, they not knowledge about the cultivation plantation and cattlebreeding, no eat rice, and vegetables. No wear wooden cloth. Live in small house. They are hunting, beast and picking up fruits, found very much Sak-Tobacco, and Tatoo. They are good regulation within man and woman, cotton cloth are using by them always."

While our premises are under repair, our show-rooms are at

12, QUEEN'S ROAD.
FIRST FLOOR (ABOVE MESSRS. H. PRICE & CO.).

ACHEE & CO.,
FURNITURE AND PHOTO GOODS DEALER.

PLEASE SEE ADVERTISEMENT ON THE 1st PAGE FOR THE GREAT REDUCTION IN PRICES OF PHOTO SUPPLIES.
Hongkong, 31st August, 1903.

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LAHMEYER ELECTRICAL CO., LD.
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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. 1243

LATE TELEGRAMS.

[VIA Ceylon.]
THE BALKANS.
London, 23rd August.

Three villages near Florina were bombarded, and the insurgent garrisons were all killed. At Boufalons five hundred Bulgarians were killed. An important action is proceeding near Florina.

The neighbourhood of Kirk Kilisn has become a hotbed of insurrection. The insurgents have burned villages which refused to join them.

London, 24th August.
Reports from Turkish and Bulgarian sources respectively relate the reverses of opponents, and to massacres and atrocities involving large numbers of people. Few of the reports are verifiable. The telegraphs have been cut everywhere. It appears undoubted that the rising has become general in the vilayet of Adrianople. This is attributed largely to the visit of the Russian squadron. The Turks have abandoned Iznik and other places on the coast.

REVIVAL OF A FRENCH GRIEVANCE.
London, 23rd August.

The question of the Constantinople quays threatens again to become acute, and to produce difficulties between France and Turkey. The Porte has not paid the indemnity expiring in two years, nor delivered to the Quays Company the deeds of the property.

BRITAIN AND JEWISH COLONISATION.
London, 24th August.

It was announced at the Zionist Congress, held at Basel, that the Imperial Government had offered a portion of British East Africa for the purposes of Jewish colonisation.

THE LATE LORD SALISBURY.
London, 24th August.

The Continental Press are loud in their articles testifying to Lord Salisbury's work in the development of Imperialism.

LORD KITCHENER AND ASSAULTS ON NATIVES.
Calcutta, 24th August.

For the future, in all affairs between soldiers and natives, all developments arising out of such cases will be reported by the Commanding Officer of the unit concerned direct to army headquarters, and also to his immediate superior, instead of through the latter channel alone.

THE LAKE ERIE INCIDENT.

Papers by the Canadian mail give details of the affair between the Canadian revenue cutter *Petrel* and the American fishing boat *Silver Spray* on Lake Erie. A message written at Erie on the 12th ult. says:—"The *Silver Spray* a fishing boat owned here, came into port this afternoon in a badly shattered condition, due to an encounter in mid-lake about noon with the Canadian Revenue cutter *Petrel*. The Canadian authorities have for years had trouble with the American fishermen poaching on the Canadian side of the lake, and the *Petrel* is kept constantly on the look-out for them. At noon she came upon the *Silver Spray* on the Canadian side of the lake, and at once ordered Captain Christopher Chan to stop. The *Petrel* is a strong steel craft, and it is said attempted to ram the American boat before she could comply with the order to stop. Captain Chan decided to attempt to escape, and started ahead at full speed. The *Petrel* then opened fire with all her guns and about 20 shots struck the *Silver Spray*. Two shots struck the pilot-house in which Captain Chan stood at the wheel. One shot came within a few inches of him, scattering a myriad of splinters round his head. That no one was killed is miraculous as two shots struck the cabin, two the roof, three the after hurricane-deck and the others various parts of the boat. The chase was kept up for some time, but when Captain Chan got across the boundary line the *Petrel* gave up the pursuit. Captain Chan will report the affair to the State Department at Washington, as he says he was looking for some of his boats which had drifted from this side toward the Canadian shore. The only man injured on the *Silver Spray* was Roderick Calver, who was hit in the leg by a shot. He is now in the hospital. The fishermen say the *Petrel* used her small deck-cannon.

A despatch dated Ottawa, 13th August, says:—"An official report of the Lake Erie fishery trouble has been received at the Marine Department. It appears that yesterday the Dominion cruiser *Petrel* swooped down upon three American fishing vessels poaching 2½ miles within Canadian waters. Two got away, but the *Petrel* captured the *Silver Spray*, of Erie, Pa. The vessel made an effort to escape and then it was that the *Petrel* fired upon her. The incident may lead to international complications.

ACHEE & CO.,
FURNITURE AND PHOTO GOODS DEALER.

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LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 18th ult., left Nagasaki for Manila on the 8th inst., and is due to arrive there on the 13th inst., and at this port on or about the 17th inst.

The Indo-China steamer *Namsang*, from Calcutta and the Straits, left Singapore for this port on the 8th inst., p.m.

The C.C. steamer *Atholl*, from San Francisco the 18th ult., arrived at Kobe on the 9th inst., a.m.

The T.K.K. steamer *Rosetta Maru* left Manila on the 9th inst., and is expected here to-morrow, at 3 p.m.

The N.D.L. steamer *Freiburg*, from Hamburg, left Singapore for this port on the 8th inst., p.m., and may be expected here on the 4th inst., at daylight.

TRADE MARK

TELEPHONE No. 135.

THE CREAM OF
SCOTCH WHISKIES

ARE

"KING EDWARD VII."

VERY OLD LIQUEUR.

AT \$20.00 PER DOZEN;

"KING EDWARD VII."

SPECIAL,

AT \$15.00 PER DOZEN;

AND

"CLUB"

OUR STANDARD BLEND

AT \$13.50 PER DOZEN.

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ROYAL

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Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where

the finest food

is required.

The medical officer of health and public analyst for the city of London, England, reports the

ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL Baking Powder retains its strength and freshness under the variable temperature and moisture of every climate.

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MERCHANT NAVY

NAVY BOILED

LONG FLAK

RELLAION CROWN

TARANTOL

ARNHOLD, KARBURG & CO.
Sole Agents.

NEW ADVERTISEMENTS

JUST LANDED.

A VARIED Assortment of the well-known
COLGATE PERFUMERY in 2 and
4 oz. Bottles, suitable for presentation; and
also COLGATE CASHMERE BOUQUET
TOILET SOAP.

H. BUTTONEE,
No. 5, D'Almeida Street,
36 to 38, Elgin Road, Kowloon.
Hongkong, 11th September, 1903. [2555]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
on

SATURDAY,
the 19th SEPTEMBER, 1903, at 11 a.m., at their
SALES ROOMS, No. 3, Des Vaux Road,
Corner of Lee House Street,
SUNDY HOUSEHOLD FURNITURE,

Comprising:—
DOUBLE IRON BEDSTEAD with
WIRE MATTRESS, SILK TAPESTRY
DRAWING-ROOM SUITE, ICE CHEST,
BOOK CASES, MOROCCO COVERED
DINING-ROOM SUITE, SHOWCASE,
COUNTRY WRITING DESKS, MAR-
BLE-TOP WASHSTANDS, TEAKWOOD
SIDEBOARD with BEVELED GLASS,
PICTURES, DISH COVERS, &c., &c.

Also
One NEW CONCERT PIANO, by Faudel
and Philips, London; Three SCALES, Four
IRON SAFES (One by Lowe, London), and
One COOKING MACHINE.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th September, 1903. [2557]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
on

SATURDAY,
the 12th SEPTEMBER, 1903, at 2.30 p.m., at his
SALES ROOMS, Queen's Road,
SUNDY HOUSEHOLD FURNITURE,
CROCKERY, GLASS and PLATED
WARE:

A Few New Interesting BOOKS, One
PIANO, One OLD VIOLIN in CASE,
&c., &c.

TERMS OF SALE:—As Customary.
V. J. REMEDIOS,
Auctioneer.
Hongkong, 10th September, 1903. [2556]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on

WEDNESDAY,
the 16th SEPTEMBER, 1903, at 2.30 p.m., at
No. 13, KNOTSFORD TERRACE,
THE WHOLE OF THE
HOUSEHOLD FURNITURE

therein contained, comprising:
SILK TAPESTRY COVERED DRAW-
ING-ROOM SUITE, DOUBLE & SINGLE
IRON BEDSTEADS with WIRE and
MATTRESS, TEAKWOOD
OVERMANTEL with GLASS, DINING
WAGON, TEAKWOOD EXTENSION
DINING TABLE and CHAIRS, CARD
TABLE, PICTURES, DINING SER-
VICE, GLASS, and CROCKERY WARE,
COOKING STOVE and UTENSILS, &c., &c.

Also
One LADY'S and One GENT'S BICY-
CLE, One RICKSHA, One CROQUET
SET and One IRON SAFE.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th September, 1903. [2558]

FOR CHEMULPO, DALNY AND

PORT ARTHUR.
(Calling at SHANGHAI).

THE Steamship
"PRONTO,"
Captain Grandt, will be despatched for the above
ports on SATURDAY, the 19th inst., at Noon.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 10th September, 1903. [2553]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE and MOJI.
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatsoever.
DODWELL & CO., LD.,
Agents.
Hongkong, 9th September, 1903. [2557]

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-
WERP, LONDON, PORT SAID,
COLOMBO AND SINGAPORE.
THE Company's Steamship

"WAKASA MARU"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
NOON, TO-DAY, 9th inst.

Goods not cleared by the 16th inst. will be
subject to rent.

All ship-damaged packages must be left in
the Godowns and notice of same sent to this
Office before the 19th inst., or claims in re-
spective therewith will not be recognized.

NIPPON YUSEN KAISHA,
Hongkong, 9th September, 1903. [2554]

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
[2548]

NOTICES OF FIRMS

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THIS Company's Offices are Established at
Nos. 20 and 21, CONNAUGHT ROAD
opposite Douglas Pier.
Hongkong, 1st May, 1903.

JAVA CHINA JAPAN LINE.
渣華中國日本荷蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

THE REAL AGENCY of the above
Company has been OPENED at No. 3,
DUDELL STREET.
E. BISSCHOP, General Agent.
Hongkong, 1st September, 1903. [2507]

EAST ASIATIC TRADING COMPANY.
NOTICE.

M. A. GÖRKE'S authority to SIGN our
firm PER PROCURATION CEASES
from this date.

EAST ASIATIC TRADING
COMPANY.
Hongkong, 4th September, 1903. [2505]

THE MUTUAL LIFE INSURANCE
COMPANY OF NEW YORK.

RICHARD A. McCURDY, President.
ORGANISED IN 1843.

M. GEORGE ECKLEY has been
appointed AGENCY DIRECTOR of
the above Company and a Branch Office has
been opened in the Hongkong Club Annex,
Ground Floor, Charter Road.

By Order,
BASIL H. BETTS,
Special Representative for
Hongkong, China and Japan.
Hongkong, 17th August, 1903. [2319]

THOMAS P. HALL,
FOR many years Master in the Service of
Douglas Steamship Company, Limited,
has the honour to inform the Shipping and
Mercantile Community that he has this day
established himself as a
MARINE SURVEYOR.

Office: 1, PRINCE'S BUILDINGS.
Hongkong, 10th August, 1903. [2316]

PROPOSALS FOR FROZEN FRESH
BEEF AND FROZEN FRESH
MUTTON.—Headquarters Division of the
Military Office of the Chief Commissary,
Munich, P.I. August 25th, 1903.—Sealed
proposals, in triplicate, will be received at this
Office until 11 o'clock, a.m., March 19th,
1904, at which time and place they will be
opened in the presence of the attending bidders,
for the furnishing and delivery of six million
six hundred thousand (6,600,000) pounds of
frozen fresh beef and four hundred and eighty
thousand (480,000) pounds of frozen fresh
mutton to the Subsistence Department at
Manila, P.I., during the year ending June
30, 1905. The accepted beef and mutton will
be admitted free of Customs duties. The
United States reserves the right to decrease the
amount called for in the contract, by not to
exceed 40% upon reasonable notice to the
contractor; or to increase the amount called
for, with the consent of the contractor. Each
proposal must be accompanied by a Bidder's
Guarantee in the amount of \$20,000, or by a
certified check for that amount on a bank of
approved standing in Manila. The bidder to
whom the contract is awarded will be required
to give bond, the penalty of which will be fixed
by the Chief Commissary. Information
furnished on application. Envelopes contain-
ing proposals should be marked: "Proposals
for frozen fresh beef and frozen fresh mutton
for F.Y. 1905, to be opened March 19th, 1904,"
and addressed to the undersigned: HENRY
G. SHARPE, Colonel, A.C.G., U.S. Army,
Chief Commissary. [2444]

NOTICE.
On and after the 9th SEPTEMBER, the
"WING CHAI" will berth at the
NEW WHARF at the Western end of Wing
Lok Street.

MING ON & CO.
Hongkong, 8th September, 1903. [2536]

VICTORIA RECREATION CLUB.
AQUATIC SPORTS 1903.

THE Annual Aquatic Sports will be held on
the 15th, 16th, 17th and 18th inst., in the
CLUB ENCLOSURE, Austin Road,
Kowloon. Sports commence on 15th and 16th
at 4.30 p.m., and on 17th and 18th at 4 p.m.
SHARP.

Admission for Gentlemen, 50 cents each day.
Soldiers and Sailors in uniform half-price.
Tickets for Admission may be obtained from
the STEWARD, V.R.C., on the day of the
Sports.
Hongkong, 8th September, 1903. [2533]

VICTORIA RECREATION CLUB.
AQUATIC SPORTS 1903.

THE Committee of the Victoria Recreation
Club request the pleasure of the Company
of the Ladies of Hongkong at the CLUB
ENCLOSURE, Austin Road, Kowloon, on
THURSDAY, 17th inst., and SATURDAY,
19th inst., at 4 p.m. SHARP, on the occasion
of the Annual Aquatic Sports.

By kind permission of Lieut.-Col. W. S.
Pirwood and Officers, the Band of the 10th
Bombay Light Infantry will play.
Hongkong, 8th September, 1903. [2534]

ROYAL BRATED WATERS
MANUFACTORY.

If you want a drink of health,
If 'tis true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences many from which to choose,
Our list of drinks will you amuse.

Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point; Telephone 367
Depot—Lee House Street; Telephone 374.

Novel Specialities. Best in the Far East.
Refreshing and invigorating drinks of the
season. Just Produced, Long-Life, Non-Intoxi-
cating and Excellent Beverages.
Hit-Or Winter Stout, Strawberryade,
Jubilee-Champagne, Orange Champagne, Hop
Ale. [2542]

AUCTIONS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of
the Letting by Public Auction Sale, to be
held on MONDAY, the 14th day of SEPTEMBER,
1903, at 3 p.m., at the Office of the
Public Works Department, by Order of His
Excellency the Governor, of One Lot of Crown
Land above Mount Kellett Road in the Colony
of Hongkong, for a term of 75 years, with
the option of renewal at a Crown Rent to be
fixed by the Surveyor of His Majesty the
King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Regist. No.	Locality.	Boundary Measurements.	Containing the Number of Acres.	Annual Rent.	Upset Price.
1.	100	Lot 100, Mount Kellett Road.	100 x 100 x 100 x 100.	1.0000	100	1,000

PRELIMINARY NOTICE.
PUBLIC AUCTION.
ON ACCOUNT OF DEPARTURE.

THE Undersigned are in receipt of instructions
from J. W. NORTON KYSSE, Esq.,
to offer for Sale,
on

SATURDAY,
the 19th SEPTEMBER instant, at his residence,
5, CAMERON VILLAS, Peak, all his
HOUSEHOLD FURNITURE AND
EFFECTS,

Comprising:
BED-ROOM, DRAWING ROOM and
DINING-ROOM REQUISITES, &c., &c.

Further particulars, together with the hour
of commencement of sale, will be advertised in
due course.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th September, 1903. [2543]

PUBLIC COMPANIES:
THE HONGKONG COTTON SPINNING
WEAVING & DYING COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING
of SHAREHOLDERS of the above
Company will be held at the OFFICES of
the General Managers, on MONDAY,
the 14th SEPTEMBER, at 11.30 a.m., for the
purpose of receiving the Report of the Con-
sulting Committee and Statement of Accounts to
31st July, 1903.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 8th to 14th prox.,
both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th August, 1903. [2425]

HUMPHREY'S ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of HUMPHREY'S ESTATE
AND FINANCE COMPANY, LIMITED,
will be held at the COMPANY'S OFFICES,
Nos. 22 and 24, Queen's Road Central, Victoria,
HONGKONG, on SATURDAY, the 31st day of
OCTOBER, 1903, at NOON, when the
Subjuncted Resolutions will be proposed, viz.:

1. "That the Capital of the Company be
increased from \$1,000,000 (divided into
100,000 shares of \$10 each) to \$1,400,000
(divided into 140,000 shares of \$10
each) by the creation of 40,000 new
shares of \$10 each to be offered and if
accepted to be allotted to the present
shareholders of the Company at par in
the ratio and proportion of one new
share for every two old shares in the
Company held by the respective
shareholders thereof, the amount
payable on each of such new shares
respectively to be paid at such time or
times and in such manner as the
Company by its General Managers may
hereafter determine."

2. "That Article No. 82 of the Articles of
Association of the Company be
cancelled and the following Article
substituted therefor:—
"The remuneration of the General
Managers shall be \$1,000 per annum
(which shall cover office rent but not
salaries of Secretary and other
employees) and a commission of 5
per cent. of the net profits of the
Company for each year that such
profits amount to 7 per cent. of the
Capital of the Company."

Should the above Resolutions be duly passed
they shall be submitted for confirmation as
Special Resolutions to a Second Extraordinary
General Meeting which will be subsequently
convened.

Dated this 24th day of July, 1903.
JOHN D. HUMPHREYS & SON,
General Managers. [2205]

BANK
IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DEGREE OF THE
12th NOVEMBER, 1895.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton Peking
Chefoo Penang
Hankow Singapore
Tientsin.

The Bank purchases and receives for col-
lection Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills
Discounted.

INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily
balances.
3% per annum on Fixed Deposits for 3 months
4% " " " 6 " " " 12 " " " 18 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 216 " " " 240 " " " 270 " " " 300 " " " 324 " " " 360 " " " 396 " " " 432 " " " 468 " " " 504 " " " 540 " " " 576 " " " 612 " " " 648 " " " 684 " " " 720 " " " 756 " " " 792 " " " 828 " " " 864 " " " 900 " " " 936 " " " 972 " " " 1008 " " " 1044 " " " 1080 " " " 1116 " " " 1152 " " " 1188 " " " 1224 " " " 1260 " " " 1296 " " " 1332 " " " 1368 " " " 1404 " " " 1440 " " " 1476 " " " 1512 " " " 1548 " " " 1584 " " " 1620 " " " 1656 " " " 1692 " " " 1728 " " " 1764 " " " 1800 " " " 1836 " " " 1872 " " " 1908 " " " 1944 " " " 1980 " " " 2016 " " " 2052 " " " 2088 " " " 2124 " " " 2160 " " " 2196 " " " 2232 " " " 2268 " " " 2304 " " " 2340 " " " 2376 " " " 2412 " " " 2448 " " " 2484 " " " 2520 " " " 2556 " " " 2592 " " " 2628 " " " 2664 " " " 2700 " " " 2736 " " " 2772 " " " 2808 " " " 2844 " " " 2880 " " " 2916 " " 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THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY NEW STOCK

TO ARRIVE THIS MONTH.
SPECIALLY AND MOST CAREFULLY
CHOSEN.

DIRECT FROM THE FACTORIES,
BY OUR
MR. ROBINSON
NOW IN EUROPE.

GREAT REDUCTIONS

IN OUR PRESENT STOCK OF PIANOS
AND MUSICAL GOODS.

A QUANTITY OF OLD MUSIC STILL
LEFT, BEING SOLD VERY
CHEAP.

CALL IN AND SEE WHAT WE HAVE.
ALL ENQUIRIES WILL BE MOST
COURTEOUSLY AND PROMPTLY
ANSWERED.

THE APOLLO PIANO-PLAYER

RECITALS DAILY

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cedstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased it for her last year that this second testimonial is even stronger than the first one that she gave.

Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

FEW MEN CAN BE SURE that their old age will be free from the cares of poverty. But most men can free themselves from such cares by investing in an Instalment Endowment of the Equitable Life Assurance Society, which will provide an absolutely certain and permanent income of from \$200 to \$500 a year.

For their mature years, without sinking much capital to secure the income, and moreover, in case of premature death, the income commences at once to the family. THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES. (Henry B. Hyde, Founder.)

1848] F. KIENE, Manager.
HIGH-CLASS CHRISTMAS CAKES, decorated ... from 1.00
Plain Christmas Cakes ... from 0.60
German Sand Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... from 1.50
Scotch Buns ... from 2.00
Pudding Stollen ... from 2.40
Mince Pies ... from 2.40
Chicken and Ham Pies ... from 2.40
Ginger Pies ... from 5.00
Ch. and Puddings, &c., to Order.
Ple. Apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL-SEATED WATER DEPOT, 108 House Street. Hongkong, 19th December, 1907. [117-2]

TO LET.
GODOWN TO LET.

NO. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Year or Coals.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 14th July, 1907. [1939]

TO LET.

ROOMS on the TOP FLOOR of Messrs. A. S. WATSON & CO.'S NEW PREMISES to let from early next year. No. 1, CAMELION VILLAS (Peak). A Six-Roomed Bungalow in first-class condition.

One GODOWN, No. 2, MATHESON STREET (Wanchai).
Apply to—
LINDSEY & DAVIS.
Hongkong, 1st September, 1907. [2458]

TO LET.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 2, RUPON TERRACE (in FLATS). GODOWN at BOWLING-GROUND (PRAYA EAST). HOUSES in LEIGHTON HILL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 8th June, 1907. [71]

TO LET—WITH IMMEDIATE POSSESSION.

ONE SUITE of ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices.
Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club,
Hongkong, 25th August, 1907. [1757]

TO LET

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd December, 1907. [82]

TO LET.
2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 10th July, 1907. [1891]

TO LET.
With Immediate Possession.

"DURISDEER" MAGAZINE GAP.
Furnished.
Apply to—
HUGHES & HOUGH,
8, Des Vaux Road,
Hongkong, 31st August, 1907. [2442]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
153, Wanchai Road,
Hongkong, 15th April, 1907. [1153]

TO LET.

26, WYNDHAM STREET. Six-Roomed House.
Apply to—
C. F. DE CARVALHO,
14, Arbuthnot Road,
Hongkong, 1st September, 1907. [2454]

TO LET.

"FERNBROOK" UPPER RICHMOND ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road,
Hongkong, 30th October, 1907. [78]

TO LET.

NO. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMOUR ROAD. GODOWN, No. 326, PRAYA EAST.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 1st September, 1907. [2459]

TO LET.

NO. 2, "MAGDALEN TERRACE," MAGAZINE GAP.
Apply to—
SPANISH PROCURATION,
Hongkong, 1st July, 1907. [73]

TO LET.

COMMODIOUS New Buildings in SEYMOUR ROAD, Nos. 1, 3, 5 and 7. Suitable for European Families. Terms Moderate.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 14th August, 1907. [2295]

TO LET.

NO. 13, KNUITFORD TERRACE Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 19th August, 1907. [2337]

TO LET.

NO. 10, WYNDHAM STREET.
No. 24, CAINE ROAD.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Hongkong, 12th August, 1907. [1396]

TO LET.

ONE ROOM, suitable for an Office, opposite the Banks.
Apply to—
H. C.
Care of Daily Press Office,
Hongkong, 28th July, 1907. [2025]

TO LET.

ONE FIRST-CLASS SPACIOUS GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office,
Hongkong, 16th June, 1907. [1719]

TO LET.

4 GODOWNS, A, B, C, D, in Russell Street.
Apply to—
Daily Press Office,
Hongkong, 9th September, 1907. [2542]

BOARD AND RESIDENCE

"TANG YUEN,"
BOARDING ESTABLISHMENT.
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.
Apply to—
MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1907. [7631]

M. MATTHAEY.

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 14th July, 1907. [1087]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1907. [915]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATTHEW,
3, Pedder's Hill,
Hongkong, 1st January, 1907. [1757]

OUR PARIS LETTER.

Paris, 7th August.
Being but very little known in France, the surprise caused by the election of Cardinal Sarto as Pope was all the greater, and Parisians are very anxious lest his Holiness may not be friendly to France as a Republic nation. The best informed declare that not only will the new head of the Roman Catholic Church continue the policy of his predecessor Leo, but he will do everything in his power to advise the clergy to rally to the Republic, and become on more friendly terms with the Quirinal. France, it is alleged, has nothing whatever to fear from the election, but on the contrary, ought to feel pleased. If a less prominent Cardinal than other famous contemporaries in the Sacred College, Giuseppe Sarto possesses marked ability, tact, and personal attractiveness; he is simply it, self, and dislikes every kind of show. If naturally gentle, he is equally a strict and successful disciplinarian; strange to say, His Holiness does not know French. His career is exemplary; he is a noted administrator and first-class organizer, and being trained in practical diocesan work is all the more in his favour. Pius X., who is 68 years of age, was born of humble parents at the foot of the Alps behind Venice, and started his clerical career as a simple country curate. He is above all a man of peace and truth, and while not underrating difficulties ahead, he firmly believes that these can be best overcome by approaching them in a conciliatory spirit. Time will prove whether he becomes a great Pope or not. He is particularly anxious to make friends with everybody, and bring about reconciliation—a hopeful and good beginning of all events.

To-morrow, Saturday, has been fixed for the trial of Madame Humbert and the three members of her notorious family, who will appear before the Seine Assize Court to answer a series of indictments, charging them with fraud and swindling. The coming event is causing a great deal of excitement here, as well as in the provinces, for almost everyone is more or less interested in what may be rightly termed the greatest swindle of the century. All persons having any influence, whether judges, barristers, or Ministers, have been written to for admission tickets. So keen is the excitement that many persons, including several well-known society-ladies have returned expressly to town from the country and sea-side places, in order to endeavour to be present at the trial, which promises to be exceptionally sensational. All interest practically lies in the villain of the piece, Madame Humbert, the central figure, who never looked in better health or in brighter spirits, despite her six months' detention in prison. Dress is all she troubles after; she has just succeeded in being allowed a new veil and feathers for her hat, as she wishes to appear as smart as possible to-morrow. The "queen of swindlers" will be defended by Maître Labori, the eminent barrister who became so prominent while acting as the advocate of Dreyfus. Though an onerous task, the distinguished avocat intends to deal with the case in anything but a kid-gloved manner: he will not spare anyone, nor display the least hesitation. It will be remembered that when arrested in Madrid, Romain Daurignac, one of Mme. Humbert's brothers, threatened that on returning to this country he would "unmake great reputations, ruin the prestige of influential personages, and bring disgrace on names hitherto beyond reproach." The time has come for the "family" to speak; and public opinion is curious to know what he has to say on that grave subject.

The young "Sugar King," M. Jacques Lebaudy, fearing his popularity to be on the wane, assumed the role of explorer, annexed the West African coast from Cape Juby to Cape Bogador, and proclaimed himself Emperor of Sahara—a bold way of bidding for a realm. His countrymen could not help smiling, and looked upon the whole business as a joke. Lebaudy, however, was in earnest, went to considerable expense in fitting out his expedition, enlisted a score of sailors at Brest, who were given 250 francs down, and promised 200 francs a month as salary. At Las Palmas, ten of the sailors were embarked on board the *Frasquita*. On arriving at Cape Juby, M. Lebaudy distributed rifles and cartridges, as well as a certain amount of provisions, with orders to make for the capital of his empire—Trois. The unexpected soon followed, two of the sailors were captured by Moorish brigands, who demanded a ransom of 5,000 francs. On hearing this, "His Majesty" at once organized a punitive expedition. More trouble, five of the ten sailors who were to go to Trois, not feeling safe, retraced their footsteps, and quickly returned discouraged to the *Frasquita*; the other five came to grief, being surrounded by Moorish brigands, two were captured, three others made good their escape; no shots were fired. One of the sailors that escaped has returned to France and gave a graphic description of the ridiculous and absurd expedition, which has ended in smoke. M. Lebaudy, the sailor asserts, never cared to be present where there was any danger, though he urged his men to go ahead and be brave. Thinking the comedy had lasted long enough, the ship was brought back to Las Palmas, much against M. Lebaudy's will, but he finally confessed that there was not much to be gained by attempting to found an empire in North-west Africa. It may sound very nice to proclaim oneself Emperor of Sahara, but to

know that your life is safe is more enviable still. Now that M. Lebaudy has returned, he has to settle the little ransom and free the two unfortunate sailors. Where does glory come in?

Sover measures have been taken by the Prefect of Police in Paris as regards free-burials. In future, no declaration will be accepted save from a person who has within the previous twelve months declared himself a pauper at the District Office of Public Charity; in no case is such relief to be granted until the Prefect has made enquiry into the circumstances of the person asking for it. The law up to the present was not sufficiently strict, and abuses were indulged in by persons who could afford to pay. It was only necessary formerly for a person to declare himself or herself poor, seek the aid of two friends to act as witnesses, and the order for free burial was at once granted. The Municipal Budget could stand this abuse no longer; hence the new law, which has come into force, not a moment too soon either, as far as the genuine poor are concerned.

A lion-tamer named Henri decided a few days ago to treat the inhabitants of Roubaix to a sensational balloon ascent. A specially-constructed car, in which the lion-tamer and two acrobats, one from Paris and the other from Roubaix, and two ferocious lions were accommodated, was attached to the balloon. Henri remained with the lions, while the other two men occupied seats on a higher platform. The animals were indifferent at first, settled themselves comfortably, and enjoyed the experimental trip. But as the balloon ascended higher and higher, the lions became more and more restless, and whined piteously. A sudden downward rush of gas nearly asphyxiated all present. A descent was ordered; made, and when *terra firma* was reached the two animals lay motionless at the bottom of the car, while the lion-tamer and his two friends were more dead than alive. Restoratives were quickly applied to all, and after an hour's hard work progress was reported. Ascents of this kind will not again be allowed, for, though novel, it nearly ended in disaster.

French scientists are becoming more and more conspicuous. Some very interesting observations have just been recorded, pointing out the love of different wild animals for the sea. The polar bear, for instance, is the only one that takes to the sea, and that is quite jolly when on board. All others have been found to violently resent a trip on water, and to shriek when sea-sick. Tigers suffer most of all; they become next to uncontrollable at the mere sight of a vessel; so uncomfortable are they, that they whine continually, rub their stomach with their paws, and shed tears during the whole voyage. Horses too are bad sailors, and many have been known to die from sea-sickness. Oxen, on the contrary, are very good sailors, elephants, though disliking the sea, are very amenable to medical treatment. Sea-sickness in most animals—elephants especially—is generally averted and cured by giving them a bucketful of hot water, containing nearly 4 pints of whisky and 2 ozs. of quinine.

General André, Minister of War, has received a letter from M. Santos Dumont informing him that he is only too pleased to place his services at the disposal of France, in case of war, with any country save the United States. To this, the General replied, warmly congratulating the talented young Brazilian, and while thanking him for his generous offer, remarked that the steerable balloon might prove serviceable in case of war. Having accepted M. Santos Dumont's offer, the Minister has appointed Commandant Hirschman, in command of the aerostatic section of the 1st Regiment of Engineers, as well as Lt.-Colonel Bourdeaux, chief of the Cabinet of the War Office, to confer with the "aerial king," and carry out his intention. The interview, which was of a most friendly character, and essentially business-like, resulted in an agreement being concluded by which M. Santos Dumont will test his newest and largest airship—Santos Dumont No. 10—in presence of these officers, in order to convince them of its real worth in war time. The aeronaut will sail with his airship, and all the necessary in a special wagon. A short distance from the frontier, he will unload the balloon, and with the aid of soldiers placed at his disposal, will inflate it, and make an attempt to fly over certain towns selected by the military authorities for the experiment. If this proves a success, the invasion of Germany will be child's play in future. The Germans perhaps may be even smarter; if so, what then?

A gratuitous service of lady-doctors is on the eve of being organized by the Government of Algeria for the Moslem women who decline to be medically attended by male physicians. The lady doctors are to be supplied with suitable quarters, drugs, surgical instruments, and a good salary. The number of dispensaries for Moslem women is also to be increased; every principal city is to possess one. Algeria has always been a pet and spoilt colony.

Despite denials, it is no secret that the health of Mme. Emma Calvé is causing a great deal of anxiety to her numerous friends. Her indisposition, heart-affection which threatens her life, comes at a very unfortunate moment, when she was about to appear for the first time not as a singer but an actress in the South of France, namely at Orange, a large town in the Vaucluse department. The celebrated prima donna is actually in London. Apart from being affected with her heart, which necessitates extreme care, she is well otherwise.

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Hongkong, 4th March, 1907. [2409]

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Hongkong 1st July, 1902. 1890

SHIPPING.

ARRIVALS.
Sept. 8, An Phu, British str., 990, J. Kynoch, Saigon 4th September, General.—BRADLEY & CO.
Sept. 8, MACHUW, German str., 300, Hayes, Swatow and Bangkok 7th September, Rice.—MELCHERS & CO.
Sept. 8, TIENTSIN, British str., 1,227, J. Gibbs, Hankow 1st September, General.—BUTTERFIELD & SWIRE.
Sept. 9, CHUNGTU, British str., 1,459, J. McD., Howie, Sydney 8th September, General.—BUTTERFIELD & SWIRE.
Sept. 9, DEWANGONG, German str., 1,632, Chr., Kump, Bangkok 2nd September, Rice.—NORTH GERMAN LLOYD.
Sept. 9, HAIGHING, British str., 1,279, W. C. Pasmore, Poochow 4th Sept., Amoy 5th and Swatow 8th, General.—DOUGLAS & LARSEN.
Sept. 9, KWEILIN, British str., 1,073, McIntosh, Shanghai 5th Sept., General.—BUTTERFIELD & SWIRE.
Sept. 9, KWEILIN, British str., from Canton, Sept. 9, KWEILIN, German str., from Canton, Sept. 9, TIENTSIN, German str., 2,933, M. Kilday, Tacoma and Moji 4th Sept., General.—DOUGLAS & LARSEN.
Sept. 9, TIENTSIN, Chinese str., from Canton, Sept. 9, WAKABA MARU, Jap. str., 3,381, J. B. Macmillan, London 1st July, General.—NIPPON YUSEN KAISHA.

DEPARTURES.

At the Harbour Master's Office, 9th September.
Anping Maru, Japanese str., for Swatow.
Chunyang, British str., for Singapore.
Ella Noack, German str., for Bangkok.
Kingsing, British str., for Shanghai.
Kueilin, British str., for Canton.
Mongkut, German str., for Bangkok.
Sungkwang, British str., for Pulo Sambo.
Sultan V. Jenghah, Dutch str., for Manila.
Telamuchus, British str., for Hongkong.
Wong, British str., for Swatow.
Yoroda Maru, Japanese str., for Nagasaki.

DEPARTURES.

At the Harbour Master's Office, 9th September.
AYR, British str., for Moji.
DORENGO, British str., for Yokohama.
CHUNYANG, British str., for Samarang.
CROWN OF ARABIA, British str., for Durban.
ELITA NOACK, German str., for Bangkok.
ELSA, German str., for Hongkong.
HOHMAN, French str., for Peking.
HUNAN, British str., for Shanghai.
HUBON, British str., for Shanghai.
KINGSING, British str., for Singapore.
MOGUL, British str., for Bangkok.
MONGKUT, British str., for Port Arthur.
OKEAN, Russian training ship, for Port Arthur.
SILVIA, German str., for Kwantchoo.
SUNGKIANG, British str., for Manila.
TELAMUCHUS, British str., for Swatow.
TYN, Norwegian str., for Hongkong.
WOBANG, British str., for Swatow.
WUW, British str., for Shanghai.

VESSELS IN DOCK.

9th September.
KOWLOON DOCKS.—Pembroke, Hygieia, Kurdistan.
COMMONS DOCK.—Gathie, Helen Wymen, Holstein.

SHIPPING REPORT.

The American steamer Tacoma, from Tacoma and Moji 4th Sept., had light air and calm; smooth sea, cloudy sky and fine, clear weather till the morning of the 8th inst., when weather became very cloudy, frequent heavy showers of rain and moderate S.E. wind.
The British steamer Chingking, from Canton 8th Sept., had light N.E. winds and fine weather to Amoy. From Amoy to Swatow similar weather. From Swatow to port light N.E. winds and heavy rain and westerly swell. Vessels in Swatow.—Tonan, Hailing, Dogmar, and B.C. Anipon.

VESSELS ON THE BERTH.

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THE Company's Steamship.

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Captain Pasmore, will be despatched for the above ports TO-MORROW, the 11th inst., at 10 A.M.
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THE Steamship.

"ISCHIA."
Captain Maganzini, will be despatched as above TO-MORROW, the 11th inst., at Noon, at Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 4th September, 1903. (2520)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"YUENSANG."

Captain Payne, will be despatched as above TO-MORROW, the 11th inst., at 4 P.M.
This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
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FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 12th inst., at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents, Hongkong, 8th September, 1903. (2532)

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	12th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	PINGUEY	Brit. str.	C. Warrall	BUTTERFIELD & SWIRE	10th inst.
MARSEILLES, LONDON & ANTWERP	KINTOK	Brit. str.	Hobson	BUTTERFIELD & SWIRE	23rd October.
MARSEILLES, LONDON & ANTWERP	KAMAKURA M.	Jap. str.	Schmitt	NIPPON YUSEN KAISHA	15th inst.
MARSEILLES, LONDON & ANTWERP	TOKIN	Brit. str.	Hilbanc	MESSAGERIES MARITIMES	23rd inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP	GLAUCUS	Jap. str.	W. Bainbridge	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, LONDON & ANTWERP	INABA MARU	Jap. str.	W. Bainbridge	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, LONDON & ANTWERP	AGAMEMNON	Brit. str.	H. Formes	BUTTERFIELD & SWIRE	13th October.
MARSEILLES, LONDON & ANTWERP	PAK LING	Ger. str.	von Dohren	MALACCA & CO.	16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	BAVERN	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	23rd inst.
BREMEN, VI. PORTS OF CALL.	KONIGSBERG	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	6th October.
HAYRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	20th October.
HAYRE & HAMBURG	ABESSINIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	3rd November.
HAYRE & HAMBURG	BRISGAVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	19th inst. P.M.
HAYRE & HAMBURG	SAXONIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	About 12th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	PERIA	Brit. str.	A. Boer	DOUGLAS LARSEN & CO.	30th inst. at Noon.
NEW YORK, VIA PORTS & SUEZ CANAL	SHAMBAH	Rus. str.	H. Pybus	SHAW, TOMES & CO.	23rd inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	E. Beatham	CANADIAN PACIFIC R.R. CO.	23rd inst. at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	OLYMPIA	Brit. str.	Truebridge	CANADIAN PACIFIC R.R. CO.	To-day.
VICTORIA (B.C.) & SEATTLE VIA S'WAI, &c.	TOMA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	22nd inst. 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA S'WAI, &c.	KAGA MARU	Jap. str.	Geo. Anderson	BUTTERFIELD & SWIRE	2nd Oct. at 4 P.M.
PORTLAND, OREGON	INDRABANHA	Jap. str.	W. Ellis	PORTLAND & AMALCO CO.	13th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	W. Ellis	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	T. Harrison	BUTTERFIELD & SWIRE	5th October.
AUSTRALIAN PORTS	KINGSTON MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	15th inst. at Noon.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA M.	Jap. str.	J. B. Macmillan	NIPPON YUSEN KAISHA	2nd Oct. at Noon.
MOJI, KOBE & YOKOHAMA	WAKABA MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	To-morrow, D'light.
MOJI, KOBE & YOKOHAMA	KANAGAWA M.	Jap. str.	Grand	HAMBURG-AMERIKA LINIE	19th inst. at Noon.
MOJI, KOBE & YOKOHAMA	KONTO	Ger. str.	Grand	BUTTERFIELD & SWIRE	To-morrow.
CHEMULPO, DALNY & PORT ARTHUR	SCHENK	Brit. str.	C. E. Longdon	BUTTERFIELD & SWIRE	23rd inst.
CHEMULPO & NEWCHANG	NANCHANG	Brit. str.	C. E. Longdon	BUTTERFIELD & SWIRE	To-day.
CHEMULPO & TIENTSIN	KALAN	Brit. str.	C. E. Longdon	BUTTERFIELD & SWIRE	To-day at 5 P.M.
SHANGHAI & JAPAN	CHINGKANG	Brit. str.	S. D. B. Lecky	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	DAIJI MARU	Jap. str.	T. Ogo	OSAKA SHOSHEN KAISHA	To-morrow.
TAMU, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
FOOCHOW, VIA SWATOW & AMOY	MAIDZU MARU	Jap. str.	K. Akashi	DOUGLAS LARSEN & CO.	To-morrow, 4 P.M.
ANPING, VIA SWATOW & AMOY	HAICHING	Brit. str.	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
SWATOW, AMOY & FOOCHOW	KUMANO MARU	Jap. str.	E. W. Haswell	JARDINE, MATHESON & CO.	12th inst. at Noon.
MANILA DIRECT	YUENSANG	Brit. str.	E. W. Haswell	SHAW, TOMES & CO.	16th inst. at Noon.
MANILA DIRECT	ZAVITO	Brit. str.	H. S. Smith	TOYO KISEN KAISHA	16th inst. at Noon.
MANILA DIRECT	ROSETTA MARU	Brit. str.	Pennyfather	BUTTERFIELD & SWIRE	19th inst. at Noon.
MANILA DIRECT	KAIFONG	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	6th October.
BOMBAY, VIA SINGAPORE & PENANG	RUBI	Brit. str.	Maganzini	BUTTERFIELD & SWIRE	To-morrow, Noon.
SINGAPORE, PENANG & CALCUTTA	ISCHIA	Ital. str.	Maganzini	DAVID SASSOON & CO., LD.	12th inst. at 3 P.M.
KWAN CHAU WAN	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	Quick despatch.
	SWIT	Brit. str.	A. E. Mongor	DAVID SASSOON & CO., LD.	Quick despatch.

NIPPON YUSEN KAISHA.

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5,076 Tons, Captain E. W. Haswell, will be despatched for the above port TO-MORROW, the 11th inst., at 4 P.M.
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship.

"CHUSAN."

Captain W. W. Cooke, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 12th SEPTEMBER, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 1st September, 1903. (2522)

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.

"BRAEMAR" ... 12th Sep.
"SHIMOSA" ... 23rd Sep.
"KURDISTAN" ... 10th Oct.
"RICHMOND CASTLE" ... 24th Oct.
For Freight and further information, apply to DODWELL & CO., LD., Agents, Hongkong, 4th September, 1903. (2125)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRITISH, LEVANT, VENICE AND ADRIATIC PORTS.)
THE Company's Steamship.

"PERIA."

Captain Craigie, will be despatched as above on SATURDAY, the 12th September, at 3 P.M.
This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 25th August, 1903. (2532)

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	SAILING DATES
KOBE and YOKOHAMA	FRIDAY, 11th Sep. at DAYLIGHT.
SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 11th Sep. at 4 P.M.
MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Sep. at NOON.
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 19th Sep. at DAYLIGHT.
VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 22nd Sep. at 4 P.M.
KOBE and YOKOHAMA	FRIDAY, 25th Sep. at DAYLIGHT.
MOJI, KOBE and YOKOHAMA	FRIDAY, 2nd Oct. at NOON.
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 3rd Oct. at DAYLIGHT.
VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 6th Oct. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Charter Road.
Apply to— T. S. TAKAYANAGI, Acting Manager. (2523)

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGERS.

N.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY 16th September
ZIETEN	WEDNESDAY 30th September
SEIDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 28th October
PREUSSEN	WEDNESDAY 11th November
* HAMBURG	25th November
PRINZ HEINRICH	9th December
KONIG ALBERT	23rd December
* KLAUSCHOU	1904 6th January
SACHSEN	20th January
BAYERN	3rd February
SEIDLITZ	17th February
ROON	2nd March

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of SEPTEMBER, 1903, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 14th September, and Parcels Specie will be received on Board until 5 P.M. on TUESDAY, the 15th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th September.
Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS. (2524)

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA—PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRASANA"	5,107	R. P. Craven	September 13, 1903
"INDRAMELI"	4,899	W. E. Craven	October 14, 1903
"INDRANURA"	4,899	A. E. Hollingsworth	November 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 22nd August, 1903. (2525)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI and JAPAN	CHUSAN	5 P.M. 10th September	Freight only.
LONDON, &c.	CHUSAN	Noon, 19th September	See Special Advertisement.
SHANGHAI	SINCLAIR	About 12th September	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 18th September	Freight and Passage.

Hongkong, 10th September, 1903.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
KONIGSBERG	HAYRE, BREMEN and HAMBURG	On 13th Sept.	Freight & Passengers.
ANDALUSIA	HAYRE and HAMBURG	On 23rd Sept.	Freight.
ABESSINIA	HAYRE and HAMBURG	On 6th Oct.	Freight.
BRISGAVIA	HAYRE and HAMBURG	On 20th Oct.	Freight.
SAXONIA	HAYRE and HAMBURG	On 3rd Nov.	Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S.	NAME	TONS	SAILING DATE
R.M.S.	"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 23rd Sept. 1903.
R.M.S.	"TARTAR"	4,425	WEDNESDAY, 27th Oct.
R.M.S.	"EMPERESS OF CHINA"	6,000	WEDNESDAY, 2nd Nov.
R.M.S.	"ATHENIAN"	3,883	WEDNESDAY, 4th Nov.
R.M.S.	"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th Nov.
R.M.S.	"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th Dec.
R.M.S.	"EMPERESS OF CHINA"	6,000	WEDNESDAY, 13th Jan. 1904
R.M.S.	"ATHENIAN"	3,883	WEDNESDAY, 27th Feb.
R.M.S.	"EMPERESS OF INDIA"	6,000	WEDNESDAY, 24th Feb.
R.M.S.	"TARTAR"	4,425	WEDNESDAY, 8th Mar.
R.M.S.	"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 22nd Mar.
R.M.S.	"EMPERESS OF CHINA"	6,000	WEDNESDAY, 26th April.
R.M.S.	"ATHENIAN"	3,883	WEDNESDAY, 27th April.
R.M.S.	"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	DU
GLASGOW and LIVERPOOL...	"JASON"	On 17th September.
GLASGOW and LIVERPOOL...	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL...	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL...	"OANFA"	On 27th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 13th September.
LIVERPOOL, LONDON and ANTWERP	"PINGSUEY"	On 19th September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
LIVERPOOL, LONDON and ANTWERP	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KORE & YOKOHAMA.	"CALCHAS"	On 2nd October.
	"OANFA"	On 2nd November.

The s.s. "MACHAON" left Victoria on the 2nd inst., for Japan and Hongkong.
For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, CHEFOO and NEWCHUANG	"KALGAN"	On 10th September.
YOKOHAMA and KOBE	"SZECHUEN"	On 11th September.
SHANGHAI	"CHINGTU"	On 12th September.
MANILA	"CHINKIANG"	On 14th September.
CHEFOO and TIENTSIN	"KAIKONG"	On 16th September.
MANILA	"NANCHANG"	On 23rd September.
PORT DARWIN, TUESDAY, ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
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NORTHERN PACIFIC STEAMSHIP CO

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
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OLYMPIA	J. T. Bridges	2837	September 10th.
LYRA	F. Williams	4417	September 17th.
TACOMA	A. Dixon	2812	September 24th.
VICTORIA	J. Panten	3802	October 10th.

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMSWI, VIA SWATOW AND AMOY.

TAMSWI, VIA SWATOW AND AMOY.

POOCHOW, VIA SWATOW AND AMOY.

ANPING, VIA SWATOW AND AMOY.

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

CALCUTTA, BOMBAY, ADEN,

DIBOUTI, EGYPTE,

MARSEILLES, MONTPELLIER, NANTES,

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd September, 1903,

at 1 P.M., the Company's Steamship

"TONKIN," Captain Schmitt, with Mail,

Passengers, Specie and Cargo, will leave this

Port for MARSEILLES via Ports of Call,

WITHOUT TRANSIT.

This Steamship connects at COLOMBO with

the Australian line as "Dumbin" bound for

MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for

London as well as for MARSEILLES, and accepted in

transit through MARSEILLES for the principal

places of Europe.

Shipping Orders will be granted till Noon

on Monday, the 21st September. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

6, rue CHAMPEAUX,

Hongkong, 10th September, 1903.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND

Ports, and taking through Cargo to ADE-

LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the

above ports on WEDNESDAY, the 23rd

September, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a refrigerating cham-

ber, which ensures the supply of fresh pro-

visions, ice, &c., throughout the voyage.

The Steamer is installed throughout with

the electric light.

A stewardess and a daily qualified surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Hongkong, 29th August, 1903.

THE AMERICAN ASIATIC STEAM-

SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW

YORK VIA THE SUEZ CANAL.

THE Steamship

"NORDKYN," Captain A. Bear,

will be despatched on WEDNESDAY, the 30th

SEPTEMBER.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 31st August, 1903.

CHINA NAVIGATION CO.,

LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE

MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH

ELECTRIC LIGHT. FIRST CLASS ACCOM-

MODATION. UNRIVALLED TABLE. DAILY

QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 4th July, 1903.

FOR KWAN CHAU WAN.

THE Steamship

"SWIFT,"

Captain A. E. Monger, will have quick

despatch for the above port.

For Freight, apply to

CHI WO,

Agents, Wing Wo Lane.

Hongkong, 8th September, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

551 Tons, Captain A. Murphy, will leave for

Canton at 8 P.M. on SUNDAYS, TUES-

DAY and THURSDAYS, and return to

Hongkong on the following days, leaving Canton

at 5 P.M. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$8 each way. Meals, \$1

each.

Cargo Freight very moderate.

J. TREVOUX & CO.,

No. 128, Commaque Road Central.

Hongkong, 30th June, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in China and Japan for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

China STEAM NAVIGATION CO.'s fortnightly

service, hence to CALCUTTA. Sailings from

CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the above Vessels during their

stay in Hongkong Harbour.

FORBES, British barque, Young—Dodwell

& Co., Ltd.

HELENA WYMAN, Amr. barque, D. A. Vanhon

—Captain.

NOAHOKE, American ship, J. A. Amshury—

Arnold, Harbours & Co.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith,

DEPARTURES from Hongkong, on week

days, at 7.30 A.M.; on Excursion

Sundays, at 8.30 A.M.; from Macao week

days, at 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin

and servant, \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer runs on Excursion Trip Every

Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

MAILS WILL CLOSE

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